

4.2.5 Balloon Weight Limits

Verify the balloon will remain within its weight limitations - MTOW, Maximum lifting capacity, MLW - during the entire flight. Consult chapter 5 of this Manual for detailed instructions.

4.2.6 Check of Completeness and Fuel

During or after loading of equipment verify completeness of equipment. Verify the amount of fuel, its pressure and any need for pressurization of fuel cylinders.

NOTE	<i>Fuel consumption will vary greatly with different flight profiles and ambient temperature. A fuel reserve for 30 minutes of flight is recommended. When uncertain about the fuel consumption of a balloon, ask the manufacturer for advice.</i>
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CAUTION	<i>Pay particular attention when intending to fly an envelope of bigger size with only a minimum allowed fuel on board. This will allow for only a short flight.</i>
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CAUTION	<i>The fuel consumption is significantly increased by:</i> • <i>envelope temperature above 115°C (239°F)</i> • <i>abrupt maneuvering</i> • <i>frequent in-flight venting</i> • <i>use of RV</i>
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4.2.7 Flight Planning and Weather for Night Flying

Make a careful flight plan including weather, fuel consumption and maximum operation time of the position lights. Ensure adequate quantity of fuel is carried to permit a reserve for at least 30 minutes of flight after sunrise.

Before departure to the takeoff site:

Make sure the battery is fully charged.

Check that the position lights work correctly.

CAUTION	<i>At night the fuel consumption is substantially higher due to the absence of solar heating.</i>
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WARNING	<i>Landing at night is dangerous and needs to be avoided.</i>
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4.3 Preparation, Assembling the Balloon and TAKE-OFF

4.3.1 Launch Site

Select a flat area large enough to lay the balloon out safely with easy access for the retrieve vehicle without obstruction in the downwind direction and without objects that could damage the envelope. The area for spreading the envelope should ideally be a smooth grass surface without rocks, sticks, tough shrubs and other objects likely to damage the envelope.

Manipulating the balloon envelope on abrasive surfaces (concrete, tarmac, paving, sand...) should also be minimized as it causes excessive degradation of envelope fabric. It is recommended that the envelope be unpacked into a long "noodle" and let it be blown to the sides by the inflation fan which helps to minimize dragging the fabric on the abrasive surface.

Pay attention to the landowner's rights and obtain permission to use the land if necessary.

The selected site must allow for a safe departure clear of obstacles with the actual load and particularly wind direction and speed. The stronger the wind the farther the balloon must be placed from obstacles.

WARNING	<i>Make sure there are no power lines in the departure path.</i>
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NOTE	<i>If the wind speed is strong (more than 4 m/s [8 kts]), it is recommended that you use a launch site that gives protection from the wind.</i>
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4.3.2 Decision on the Flight

Weather	Weather conditions within limits, no thermals, no thunderstorm or any other weather phenomena possibly dangerous in the vicinity of the intended flight
Launch site	No downwind obstacles
Weight	The balloon is within weight limits and capable of staying that way during the entire flight
Fuel	At least the minimum quantity of fuel is present and is enough to complete the intended flight

WARNING	<i>NO FLIGHT IS PERMITTED</i> if there is a chance that the surface wind speed during the flight will exceed limitations for safe landing (see 2.2). Never attempt to fly when there is thunderstorm activity in the area, ahead of approaching frontal systems, or near severe weather of any kind (turbulence, thermals, or wave currents etc).
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4.3.3 Crew Briefing

The briefing for the ground crew is done by the pilot preferably before unpacking the balloon and no later than before starting the inflation fan. A map should be provided the crew with the launch site identified and the course laid out showing direction and length of flight.

WARNING	<i>Instruct every crew member, especially the crown crew, to immediately release all ropes or other equipment if there is a risk of being lifted off the ground!</i>
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Crown Crew Briefing

Clothes:	Strong gloves, suitable shoes
Dos:	Hold the end of the crown rope, stabilize the envelope by pulling it during inflation. Prevent it from rolling from side to side and rising before it is buoyant. During hot inflation pull the rope back, slow down the upright motion of the envelope and move slowly towards the basket. As the envelope comes upright, pull hard to prevent it from swinging over the basket. Upon pilot's signal bring the crown rope and clip it to the basket. Then help to hold the basket. Inform pilot if anything unusual was observed during the inflation.
Don'ts:	Don't wrap the rope around the waist, arm or any object. Don't accept help from other people.

NOTE	<i>Smaller envelopes (below 10 000 m³ / 353 100 cu.ft.) are fitted with one crown line. Bigger envelopes have two crown lines.</i>
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WARNING	<i>The crown crew person should never wrap the crown line around any part of the body. Nor should the loop in the end be looped around the wrist.</i>
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Mouth Crew Briefing

Equipment:	Strong gloves, clothes made of natural fibre or heat resistant fabric protecting arms and legs from burner heat.
Dos:	Hold the envelope mouth open with the flying cables taut and clear of the burner flame. Hold the basket once the envelope is upright One person to control the inflation fan, direct the airflow into the mouth of the envelope parallel to the burner flame, turn off the fan on pilot's signal and move it clear of the balloon. One person to keep bystanders away from the balloon and quick release rope if necessary.
Don'ts:	Don't put legs between flying cables. Don't allow bystanders to help or walk over or under the quick release rope.

WARNING

Mouth crew should be briefed to never allow a foot or leg to get inside a mouth cable as this can result in injury.

WARNING

Quick release rope can fling sharply when released. Keep bystanders away from the area between the basket and tether point at all times to prevent injury.

WARNING

The crew operating the fan should not wear any loose clothing, scarf, neck lanyard, long loose or braided hair as these items can pass through the fan guard.

WARNING

Always inspect the fan before use to insure safe function and all fasteners and cage are secure.

4.3.4 Passengers briefing

A correct briefing to the passengers is essential for the safety of the flight. Passengers receive this briefing from the pilot before take off. Correct landing position (see Chap 4.5.3) and emergency positions (see Chap 3.1.1) are to be physically demonstrated. Pilot ensures the briefing was well received and understood.

Dos:

Follow the pilot's instruction at all times.

Stay clear of the inflation fan.

Before landing:

Stow all loose object such as cameras.

Adopt the landing position.

On landing:

Hold on to rope handles to maintain this position.

Stay low in the basket and bend knees. Heads always below the upper rim of the basket.

Keep feet flat on the basket floor.

Keep hands and arms within the basket.

Watch the progress of the landing and brace for the touch-down.

Be aware that the basket on landing may tip over and drag along the ground.

Remain in the basket until instructed to leave by the pilot.

Don'ts:

Hold onto the fuel hoses or interfere with the control lines, burner controls or fuel cylinder valves.

Interfere with any of the balloon controls.

Smoke in the balloon or within 30 m (100 ft) of the basket.

Throw anything from the basket.

Touch the door and partitions or securing carabiners.

On landing:

Wrap their arms around the burner support rods.

Leave the basket before instructed to do so by the pilot.

WARNING

It is dangerous to rely on a passenger to assist with the deflation line, fuel system, or as navigator or obstacle spotter during the flight or during the landing. These are pilot responsibilities which should not be delegated to persons without balloon piloting experience and without authority to act on their own judgment.

WARNING

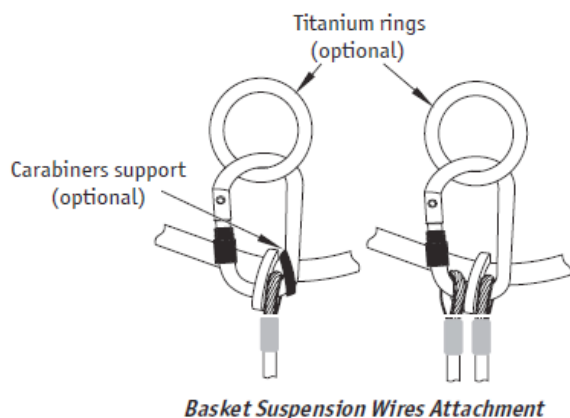
Do not allow any part of the body, including hands, to wrap around the upright poles on landings.

WARNING

There is a risk of personal injury if an unexperienced person (e.g. passenger) is asked to help with the balloon handling before TakeOFF or after landing. If you do so always provide to such person detailed instruction which includes means of minimizing of the associated risks.

4.3.5 Unpacking and Assembly of the Balloon

1. Unload the entire balloon, inflation fan and quick release from the vehicle or trailer. Orient the basket with the red-marked wire to the right forward position. Place the vehicle on the upwind of the basket, 3 - 5 m (10 - 15 ft) away and brake it well. Place the envelope in its bag on the downwind side of the basket far enough apart so that the basket can be laid down later.

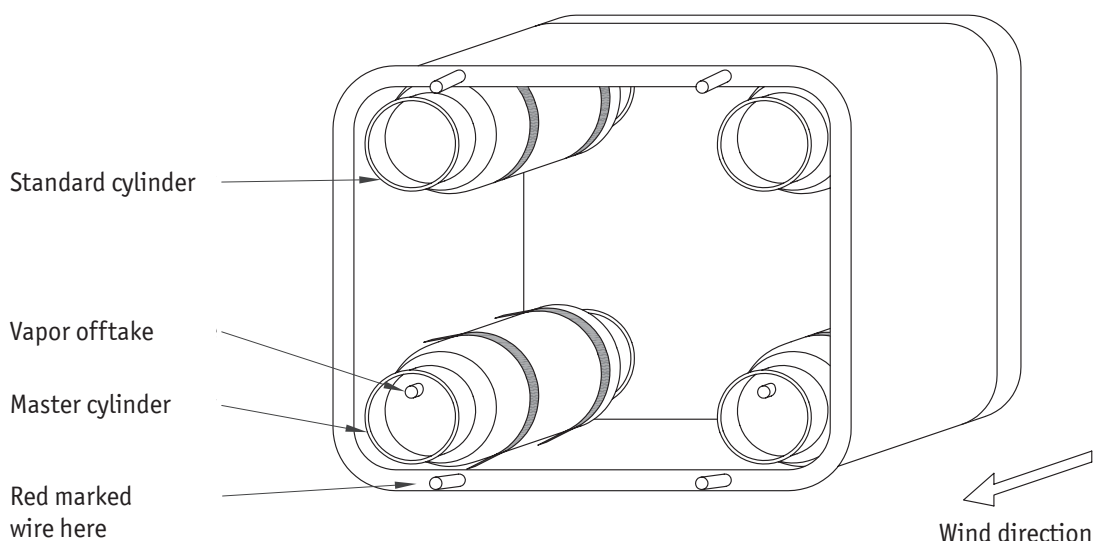


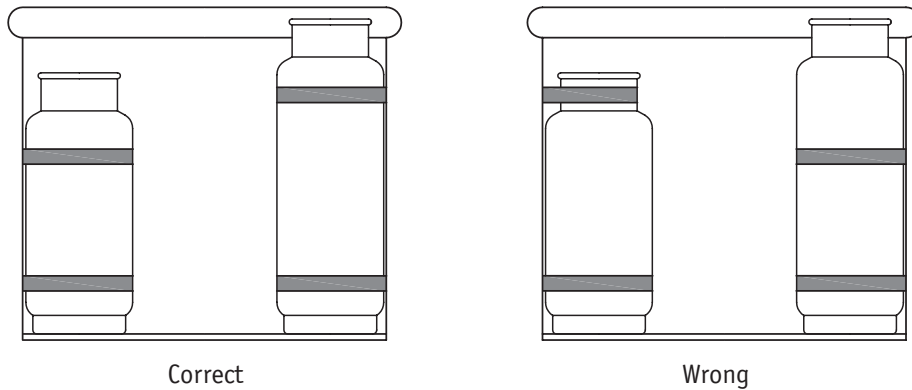
*if titanium rings are used, they have to be fitted at all attachment points

2. Inspect the condition of burner support rods and put them into the sockets in the top frame of the basket.
3. Inspect the general condition of the burner and burner frame, then place the burner on top of the rods with the red-marked hose on the right side.
4. Inspect visible parts of the basket suspension wires and attach them to the burner frame using the carabiners. Screw in the gates on the carabiners and turn back a half-turn. The correct attachment is shown on the illustration. If a variable height burner frame is used, keep it in the lowest position until the balloon is upright. If Ignis Gyro is used, lock the burner in the upright position by pushing the central pin.

WARNING

*Use only approved cylinder straps.
Leather fuel straps may not be used at all.
Make sure all cylinders are correctly attached! Loose cylinders are extremely dangerous.
No part of any fuel cylinder may overlap the upper edge of the basket.*





5. Inspect the general condition of the fuel cylinders, then place them into the basket. If Master fuel cylinders are used place them preferably to the downwind side of the basket and orient them to get vapor offtakes at the uppermost position in the basket laid on the ground to have the pilot flames correctly supplied by vapor fuel only. Attach fuel cylinders to the basket walls with the straps passing through lugs in the basket wall and tighten well. The position of the upper strap is to be selected appropriate to the cylinder height as shown in the picture. The strap must encircle the cylinder body in its upper part, not its middle part or the fitting protection cover.
6. Organize the fuel hoses. Lead them along the burner support rods, preferably on the front side of the basket while selecting the minimum distance along the basket wall possible. The walls with step holes shall be avoided. Zip the rod covers over the basket wires, the burner support rods and the fuel hoses. Ensure that the hoses have sufficient slack at the top to allow the burner to gimbal.

WARNING When installing the padded burner support covers insure that the hoses are located inside the basket.

CAUTION Fuel hoses may never be bent sharply, the smallest bend radius allowed is 90 mm (3 1/2"). A template is provided in Appendix 5.

7. Connect the fuel hoses to the cylinders that are to be used last and make a functional check of the burner. Verify the pilot burner, main burner, whisper burner and gimbal is free to move in both directions. Next, verify that the fuel is correctly supplied to the burner from all fuel cylinders, that there is no leak in the system and that the fuel pressure is within limits. When a reconnection of fuel hoses is necessary, shut off the liquid valves on the cylinder and burn the remainder of the fuel from the hose by opening the main burner. Then switch off all pilot flames. The fuel cylinders intended to be used first should be checked as the last and remain connected and not vented.

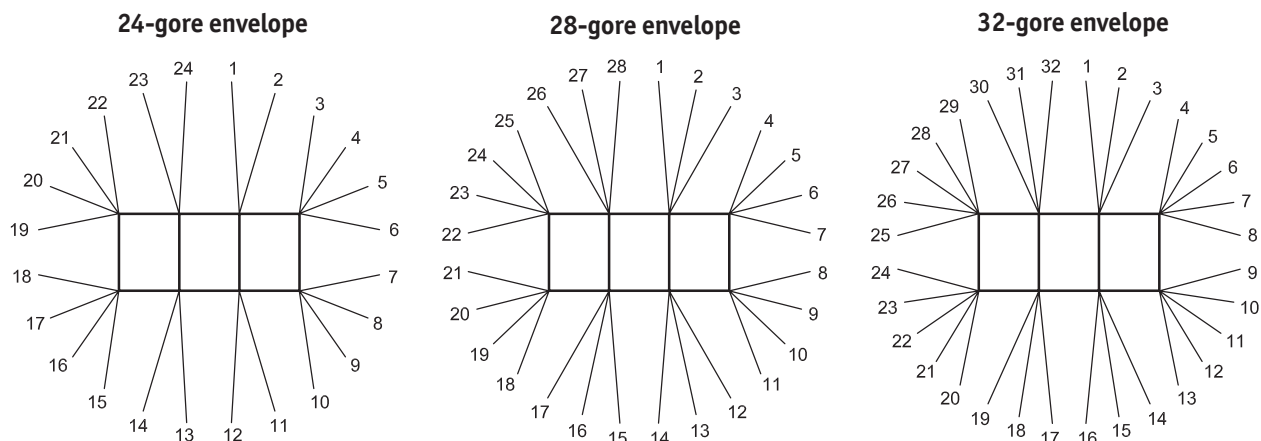
WARNING Make sure that there is no flame at the burner when reconnecting the fuel hoses!

CAUTION Never vent unburned fuel from the hoses when reconnecting them!

CAUTION The locking ring on the Tema fitting must be in the locked position to prevent inadvertent disconnection.

NOTE The use of fuel T-manifolds is advisable because it eliminates reconnections of the fuel hoses.

8. Lay the basket on its side with the burners pointing downwind with the red covered basket wires on the lower right corner.
9. Open the envelope bag, unfold the envelope mouth and attach the flying cable carabiners to the basket carabiners or to the titanium rings, if they are used. The envelope should be attached so that the envelope identification plate is on the upper side of the envelope and central to the basket. When a 4-point burner frame is used the envelope flying cables are to be distributed evenly among the attachment points. When an 8-points burner frame is used the envelope flying wires are to be distributed as shown on the illustration below.



Flying Wires Attachment - Pilot's View

NOTE

The arrangement of flying wires can differ in the case the bottom end from another manufacturer is use. If in doubt, contact KF for advice.

10. The carabiner on the red flying cables attaches to the carabiner on the red basket wires. Check that the flying cables are not twisted and then close the screw gates on the carabiners fully and release by a half-turn.
11. Pull the envelope from its bag and spread it out either directly onto the ground or onto a pre-positioned ground sheet. Fully deploy the crown line downwind. If two crown lines are used, deploy them into a wide V-shape. On a smooth surface spread the envelope by pulling on load tapes only. On a hard surface use the fan to spread the envelope. Attach the scoop to the envelope carabiners. Place DS and RV control lines into the basket. The redwhite line (vent line) of the SV and SLV and red-white (vent line) and white line (reset line) of the LV are to be preferably placed in their bags in the basket. When using the electronic thermometer attach its sensor correctly onto the envelope. In the envelope, pay attention not to confuse the temperature sensor wire and the antenna.
12. Attach a quick release to the upwind envelope carabiners or to the titanium rings, if they are used, and the secure the other end of the restraint rope to a secure anchor point (details in chap. 4.3.6).
13. Position the fan on the side of the basket. Make sure that someone looks after the fan whenever it is turned on.

WARNING

Failure to screw down the locking collar of a carabiner may result in distortion of the carabiner, making connection and disconnection of the carabiner difficult or impossible in the future. This could cause possible failure under extreme flight loading, which could result in injury or death.

Additional information for assembling the balloon:

Always lay the basket with the door closed and on the up side.

The pilot must also decide on arrangement of removable partitions, basket occupancy and distribution of passengers. All items must be properly installed and secured before the basket is laid down for inflation.

When the pilot chooses to use the seat, it should be installed into the basket prior to cold inflation.

Seat installation:

1. Insert the pins in the underside of the trestle into the grooves in metal plates on the basket floor and slide the seat sideways to fasten all pins.
2. Screw in the central bolt and tighten by hand.

NOTE

The correct orientation of seats must be taken into account. All seats must be installed so that all seating passengers face the same direction with their backs to the direction of flight before landing, if possible.

During pre-flight preparation:

The weight and floor area occupancy of the seat is to be taken into account. The actual weight of the complete set is engraved on the trestle.

Floor area occupied by the seat: 0.27 m2 (2.9 sq. ft)

4.3.6 Quick Release

WARNING

The quick release is an essential safety item that shall be used for all inflations, even during calm conditions.

Standard Quick Release

Attach the carabiners at both ends of webbing to the envelope carabiners or to the titanium rings, if they are used. Make a loop on the restrain line and place it into the jaw of the quick release and lock it with a securing pin. The other end of the restrain line is to be fixed to a solid ground point or to the front of a heavy vehicle.

Y-type Quick Release

Place the quick release on the attachment lug closest to the pilot's compartment. Fix one end of the rope to another lug with a carabiner, next pass the rope through the ring at the end of the restrain line, then place the rope loop into the jaw of the quick release and lock it with a securing pin. The other end of the restrain line is to be fixed to a solid ground point or to the front of a heavy vehicle.

On some older K25P burner frames that are not fitted with attachment lugs fix the rope end to the envelope carabiners or to the titanium rings, if they are used.

W-type Quick Release

The W-type quick release uses the quick release webbing or ropes attached to the central attachment lugs together with a rope of a correct length attached to the outer attachment lugs by loops. This rope passes through the restrain line and attaches to the quick release jaw. Lock the quick release with the securing pin. The other end of the restrain line is to be fixed to a solid ground point or to the front of a heavy vehicle.

Modified W-type Quick Release

This system uses two ropes: The inner rope with a ring attaches to the inner attachment lugs by loops. The outer rope has a loop on one end attached to the outer attachment lug, then passes twice through the restrain line ring and once through the inner rope ring as shown in the picture. The other end of the outer rope attaches to the quick release jaw fixed to another outer attachment lug. The other end of the restrain line is to be fixed to a solid ground point or to the front of a heavy vehicle.

WARNING

Never attach the restrain line to the trailer.

WARNING

No person is allowed in the area between the basket and the front of a vehicle due to high risk of serious injury.

WARNING

*The most common angle between webbing arms is between 60 and 90 degrees, as per quick release type, for preventing overstressing of the burner frame.
For 60 degrees the lengths of the webbing arms are to be the same as the distance between their attachment points - envelope carabiners or attachment lugs.
For verifying the 90 degrees the pilot can use any suitable rectangular object e.g. map folder, flight log etc.*

WARNING

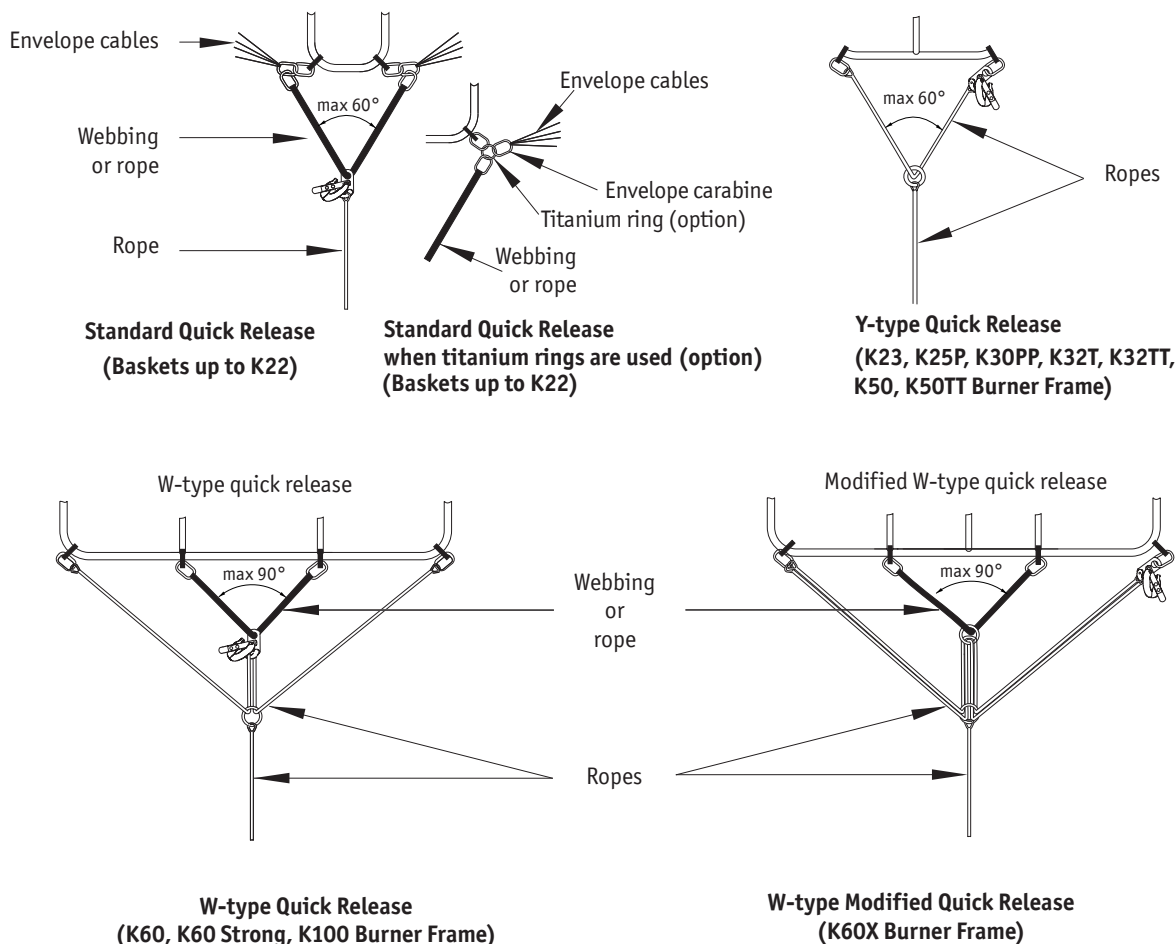
*The fixed point for attaching the quick release rope must be able to carry the following load:
MTOW of the respective balloon + 800 kg (1760 lb)
This load is established for the maximum surface wind speed allowed for take-off. In slower wind the load capacity of the fixed point can be reduced in direct proportion to the maximum allowed and actual surface windspeed.*

WARNING

The quick release shall be operated by the pilot only.

Basket tethering lugs

For takeoff the quick release can be attached to the basket lugs instead of envelope carabiner or burner frame lugs. The quick release type remains the same as it would be without basket lugs; according to the burner frame.



*if titanium rings are used, they have to be fitted at all attachment points

4.3.8 Cold Inflation and Pre-flight Check

CAUTION

In windspeeds 5.0 m/s (10 kts) and higher the controllability of the balloon is difficult. It is recommended to use two inflation fans and sufficient number of crew members for envelopes of 7000 m³ and bigger.

1. With the crew in position start the inflation fan which is placed in the braked position on the left side of the basket. The air flow should be aimed to the left of the mouth center so that the burner flame is not disrupted. The fan remains turned on during the entire inflation. The crew turns it off on the pilot's instruction.
2. One or two crew members remain at the crown and close the DS by connecting the proper velcro tabs identified by numbers and color. Start at the top (first and last number) and continue gradually downwards.
3. The pilot makes an inspection of the basket and both the internal and external parts of the envelope:

Envelope	Fabric damage within permitted limits
Crown ring	Crown ring, load tapes and load tapes loops undamaged and the crown line properly attached and undamaged
Envelope mouth	Load tapes and load tapes loops are undamaged, and the fabric damage within permitted limits
Steel flying wires	No broken strands, rust, kinks, heat damage, entanglement
Kevlar flying wires	Check all the wires along their whole length. The wire must be flexible and free of mechanical damage. The yellow core must not be exposed. Damaged wires must be replaced. Instructions are given in Appendix 3 of this Manual.
Quick link carabiner (if fitted)	All present, undamaged and secured
Joints of load tapes and flying wires	All load tape loops, carabiners and protecting sleeves are free of damage
DS and RV lines	Check them along their entire length for damage and free of knots and twists.
Paralite bungee (if fitted)	Undamaged
Pulleys	Undamaged and rotating freely
Temperature streamer	Present and the flag not twisted
Tempilabel	No signs of overheating
DS panel	Correctly placed
Deflation openings (if fitted)	All closed
Quick release and restrain line	Quick release correctly attached to the envelope carabiners or burner frame lugs if fitted. Restraint line attached to an anchor point
Carabiners	All present, undamaged, correctly arranged and secured
Titanium rings (if fitted)	Attached to all basket carabiners, undamaged and secured

WARNING

Heat damage, which may cause a significant loss of strength of a steel wire, is indicated by charring, blackening or bluing, or by a presence of a permanent deformation or kink after being bent.

CAUTION

Keep loose items away from the inflation fan to prevent entanglement with the propeller.

CAUTION

The temperature sensor must be placed in the same distance from the envelope skin as the melting streamer.

Basket	Correctly assembled. Inspect condition of the basket floor and basket walls.
Basket wires	The basket wires are free of damage and not exposed below the leather protecting covers at the bottom, and correctly connected to carabiners.
Equipment, Instruments and Accessories	Altimeter, variometer and envelope temperature indicator switched on and set. Two sources of ignition, fire extinguisher, drop line and Nomex heat-resistant cloth all present and correctly stowed.
Burner	Functional check completed. No damage to the burner units, gimbal block and burner frame. Check all the burner valves are turned off.
Sirius Burner	Functional check completed – main burner, both pilot lights and both whisper burners are fully functional.
Adjustable height burner frame (if fitted)	In the lowest position.
Fuel hoses	All hoses without damage, without sharp bends (minimum radius observed, see App. 5), correctly attached to the cylinders intend to use first.
Ignis gyro (if fitted)	Check the tightness of the top bolt.
Fuel system	No gas leaks on entire fuel system.
Cylinders	Correctly strapped into the basket. The hoses attached and the connectors properly tightened
Fuel	Sufficient fuel level for the intended flight (for minimum see chap 2.3)
Basket door (if fitted)	Check correct function
Seat (if fitted)	Check its attachment to the basket floor
Removable partition (if fitted)	Check its attachment to the basket floor and walls

WARNING

All cylinders and heavy objects are to be secured in the basket by cylinder straps so that they will not move around and cause injury to the basket occupants during the landing. Attaching objects (except fabric banners, radio aerals and the envelope bag) on the outside of the basket is prohibited.

WARNING

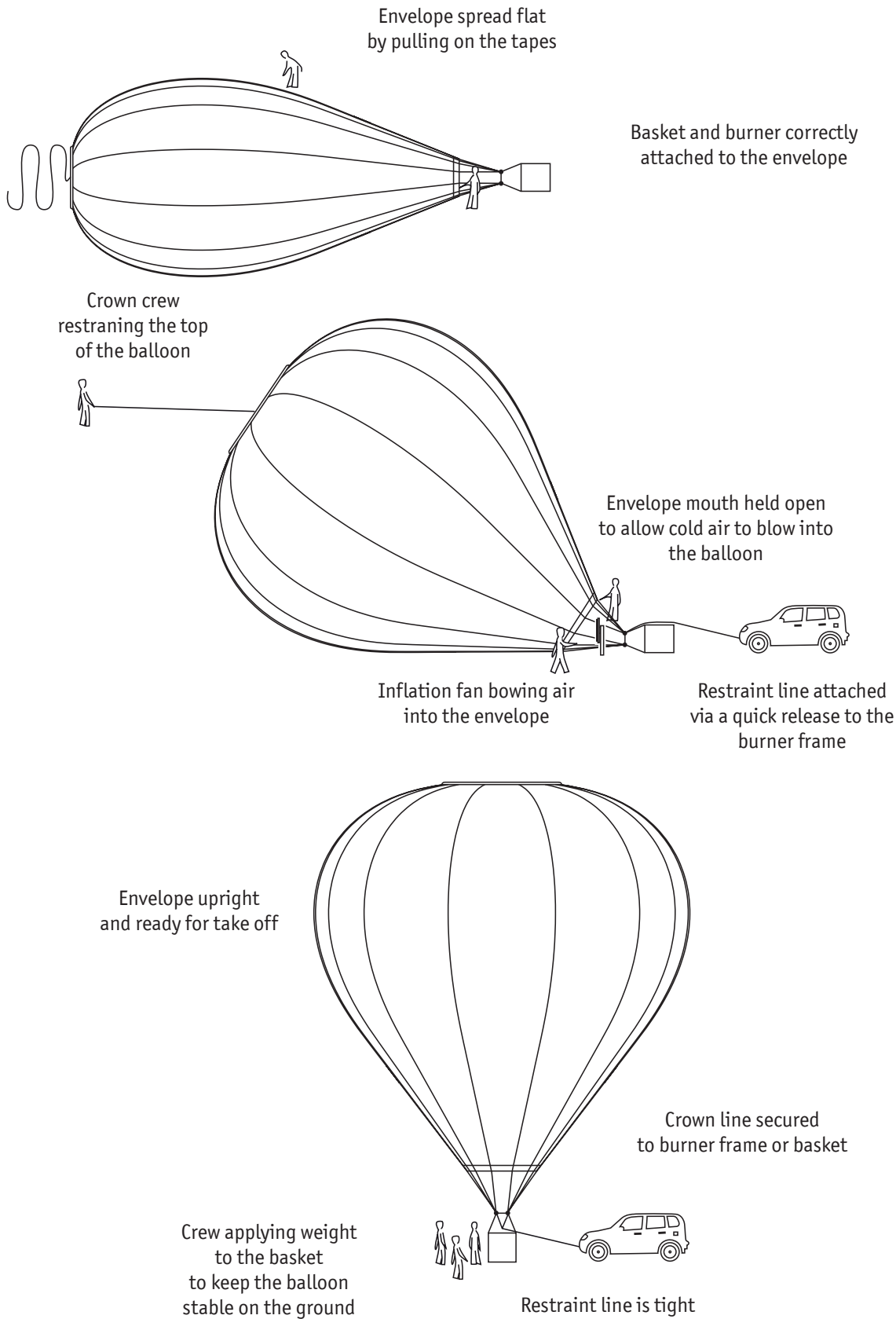
Failure to check the tightness of the hand-tighten fittings in the fuel system may result in insufficient burner heat output for controlled flight.

4.3.9 Hot Inflation

Crew	Briefed, in place and ready for the hot inflation.
Restraint	Balloon securely restrained.
Inflation fan	Running and the envelope cold inflated, power setting as appropriate to the envelope size.
Heating	Short bursts of heat from the burner into the envelope.
As the envelope starts to lift	Step into the basket and heat intensively to keep the envelope moving up steadily, lift the basket together with the envelope into the vertical position. Switch off the fan and remove it to a safe distance. Crown crew moves in towards the basket, but stops a distance away to prevent the envelope leaning back over the basket.
Restraint line	Move the basket downwind so that the restraint line is tight.
Envelope bag	With the basket upright the crew applies their weight on the basket to prevent it lifting.
Getting ready for take-off	If the envelope bag is to be carried, attach it to an outer basket loop. Crown crew brings the crown line end and attaches it to the burner support rod or the burner frame or carabiners.

CAUTION	<i>Do not attach the envelope bag handle rope onto fuel fittings on the tank or manifold or instruments or instrument bracket.</i>
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CAUTION	<i>Extreme care should be exercised to prevent damage to envelope fabric when burning. Heat damage can result when the flame is close to the fabric causing melting, embrittlement, or loss of strength.</i>
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Inflating a Balloon

4.3.10 Pre-Take-off check

Heating	Heat as appropriate to keep the envelope upright and pressurized.
Venting	Release velcro tabs by pulling the red line at the parachute and paralite, red-white line at SV, SLV and LV, check function of the venting and correct seal after releasing the line.
SV, SLV only	Check operation of the deflation mode - open the SV / SLV partially by pulling on the red line, close by the red-white line.
LV only	Check operation of the deflation mode - open the LV partially by pulling on the red line, close as possible by the red-white line and reset by the white line.
Rip panel only	Check the correct seal. The locks secured.
DS control lines	Free to move, not entangled, attached to the envelope carabiner of in the basket, within pilot's reach.
RV	Check function.
Crown line	Fixed in pilot's vicinity.
Envelope	No unacceptable damage.
Carabiners	Closed and locked.
Burners	All burners working correctly.
Pilot flames	Correct function of the pilot burner - flame only around the upper part, not blowing from the lower holes.
Fuel system	Hoses connected, cylinder turned on as required. No leaks.
Radios and Instruments	Altimeter correctly set, instruments turned on, thermometer working. Radio checked.
Ignition sources	Within easy reach.
Positioning	Ground crew move the basket downwind to the full length of the quick release rope, then hold the basket on the ground.
Map	Map(s) showing the intended flight path present.

WARNING Do not attach any objects on to the fuel fittings.

WARNING NO FLIGHT IS PERMITTED if there is a leak in the fuel system or a pilot flame malfunction!

CAUTION Force required to manipulate the deflation system lines may increase during the balloon operation. Always check that the pilot is able to operate the deflation system.

4.3.11 Passenger Boarding

Instruct passengers to enter the basket with no partitions on its upwind side, and when you use the partitioned baskets place them into the compartments so that the weight is distributed evenly. The pilot keeps his or her position close to control lines and most of the fuel tanks.

NOTE Although it is possible it is not recommended that a passenger be placed into the pilot compartment in partitioned baskets.

WARNING Only load passengers when the restrain line is tight.

4.3.12 Take-off

Basket door (if fitted)	Closed and secured on both sides.
Balance	Balloon in equilibrium
Basket area	Clear of equipment and people
Basket check	No person or object attached to the outside of the basket
Passengers	In the landing position for the fast landing
Passengers in the seat (if fitted)	Sitting in the seat with harness correctly worn and adjusted.
Airspace	Area around and above the balloon clear of other traffic, safe for climbing
Ground crew	Release the basket gradually
Heat	Heat to lift off
Quick release	Pin removed and then release.
Obstacles	Clear the obstacles
Time record	Note take-off time.
Quick release	Remove the quick release. Stow the quick release line inside the basket (Y-Type and Modified W-Type only).
Weather	No weather dangerous to the flight
Position lights (if fitted)	Deploy and switch on.

WARNING Never use crew pressing down on the basket to build up excess lift before leaving the ground.

CAUTION During taking-off remember to climb at a rate appropriate to the prevailing wind speed and direction to ensure safe over-flight of downwind obstructions. Pilot is to face forward.

CAUTION In windy conditions be aware that the balloon may, even in light wind, on lift off, suffer from 'false lift' that will be lost as the balloon accelerates to the prevailing wind speed. As 'false lift' decreases so it will have to be replaced by extra burning. 'False lift' is the lift generated by the wind blowing over the top of the balloon while it is stationary.

NOTE

If, in windy conditions, you chose to inflate the balloon in the shelter of trees upwind pay attention to the following:

- Make sure that the shelter will protect the whole height of the inflated balloon
- Make sure that the balloon is securely restrained.
- Be aware that as the balloon flies clear of the shelter the envelope may distort and lose lift that will have to be replaced by burning at once.

NOTE

Takeoff for night flights: Carry on the standard procedures, use the portable light when necessary.